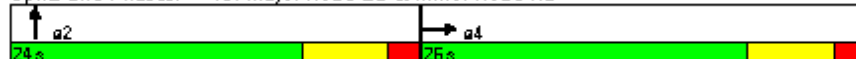


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑						↑↑				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Fit												
Fit Protected												
Satd. Flow (prot)	0	3539	0	0	0	0	0	3539	0	0	0	0
Fit Permitted												
Satd. Flow (perm)	0	3539	0	0	0	0	0	3539	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		55			55			30			30	
Link Distance (ft)		1152			1167			1832			1024	
Travel Time (s)		14.3			14.5			41.6			23.3	
Volume (vph)	0	400	0	0	0	0	0	270	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	435	0	0	0	0	0	293	0	0	0	0
Lane Group Flow (vph)	0	435	0	0	0	0	0	293	0	0	0	0
Turn Type												
Protected Phases		4						2				
Permitted Phases												
Minimum Split (s)		23.0						23.0				
Total Split (s)	0.0	26.0	0.0	0.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	52.0%	0.0%	0.0%	0.0%	0.0%	0.0%	48.0%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)		19.0						17.0				
Yellow Time (s)		5.0						5.0				
All-Red Time (s)		2.0						2.0				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		5.0						5.0				
Flash Dont Walk (s)		11.0						11.0				
Pedestrian Calls (#/hr)		0						0				
Act Effect Green (s)		22.0						20.0				
Actuated g/C Ratio		0.44						0.40				
w/c Ratio		0.28						0.21				
Control Delay		0.6						10.3				
Queue Delay		0.0						0.0				
Total Delay		0.6						10.3				
LOS		A						B				
Approach Delay		0.6						10.3				
Approach LOS		A						B				
Intersection Summary												
Area Type:	Other											
Cycle Length:	50											
Actuated Cycle Length:	50											
Offset:	44 (88%), Referenced to phase 2:NBT and 6:, Start of Green											
Natural Cycle:	50											
Control Type:	Pretimed											
Maximum w/c Ratio:	0.28											
Intersection Signal Delay:	4.5					Intersection LOS: A						
Intersection Capacity Utilization	25.2%					ICU Level of Service A						
Analysis Period (min)	15											

Splits and Phases: 10: Major Road EB & Minor Road NB



Continuous Flow 1600vph part 5 of 8